

THE EVENING ADVOCATE.



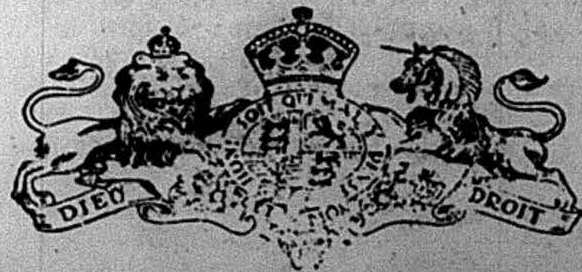
Official Organ of The Fishermen's Protective Union of Newfoundland.

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THE EVENING ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, TUESDAY, SEPT. 21, 1920.

PRICE: ONE CENT.

DEPARTMENT OF



MARINE AND FISHERIES

Rules and Regulations Made Under the Codfish Exportation Act.

On the recommendation of the Codfish Exportation Board, and under the provisions of 10 and 11 George V. Cap. 27, entitled "An Act to Regulate the Exportation of Salt Codfish," His Excellency the Governor in Council has been pleased to approve of the following Rules and Regulations.

ARTHUR MEWS,
Deputy Colonial Secretary,

Department of the Colonial Secretary,
Sept. 13th, 1920.

PART I

(Issue, Holding, Suspension and Cancellation of Licenses.)

Section 1.—The Governor in Council may issue a License to Export Codfish to any person, firm or company who:

- Shall satisfy the Codfish Exportation Board that he or it is already bona fide engaged or purposes within the current year to engage in the business of exporting codfish, whether by himself or itself, or on joint account with any person, firm or company, and,—
- Shall satisfy the Board that he or it is sufficiently provided, or has taken steps sufficiently to provide himself or itself with the stores and buildings or other proper facilities necessary to enable him or it to handle codfish in a satisfactory manner, as regards the care and preservation of it from the time of its being taken into the custody of the exporter until the time of its being shipped. Provided that any applicant for a License who has not within three years immediately preceding application exported one thousand quintals of codfish in any one year shall before receiving a License enter into a bond with two approved sureties in the sum of \$1000.00 conditioned for payment to His Majesty, in case at the end of the then current year the applicant shall have failed to export at least 1000 quintals of codfish, and shall fail to satisfy the Codfish Exportation Board that at the time of applying for a License he bona fide intended to export codfish and did not merely apply with a view to obtaining the rights and privileges of a Licensed Exporter without having the intention to export. The decision of the Board shall be final upon such question when confirmed by the Governor in Council.
- The application for a License of any person, firm or company not being a British Subject domiciled in Newfoundland, or being a foreign-controlled corporation, may be refused, or such License when granted withdrawn at any time by the Governor in Council on the recommendation of the Board.
- All proceedings before the Board affecting the issue or validity of any License shall be recorded and shall be public if either the Board or the License-holder or applicant shall so desire, except as in the case provided for in Sub-section C.

Section 2.—A License may be cancelled or suspended for a fixed time, upon the recommendation of the Board, by the Governor in Council, if the License-holder

- Shall wilfully commit a breach of the Act or of any Rule or Regulation made under the authority of the Act; or,
- Shall be shown to the satisfaction of the Board not to have been at the time of issue of such License, or to have ceased to be after the issue of such License, a person properly qualified to hold a License under the provisions of Section 1 hereof; or,
- Where action shall be taken by the Governor in Council under the provisions of Section 1, Sub-section C hereof.

Section 3.—The provisions of Section 1 sub-section B hereof shall not apply in the case of any person whom the Codfish Exportation Board shall deem to be a fisherman exporter under the provisions of Section 4 sub-section 1 of the Act.

Section 4.—Applications for a License shall be in the form headed "Application for Codfish Export License," hereto appended, and a License to Export Codfish shall be in the form headed "Codfish Export License," hereto appended, or as near thereto as may be.

APPLICATION FOR CODFISH EXPORT LICENSE.

I, Partner in
Director of
the firm of (Company named) residing at
..... in the District of
do hereby apply (on behalf of said Firm or Company,) for a License to export Codfish from Newfoundland to the Foreign Markets.

I have (My Firm or Company has) been exporting on own account
on joint account
during the past years, and have
exported during the past three calendar years the following quantities
of Codfish, viz.: 19..... qtls.; 19..... qtls.;
19..... qtls.

I have (My Firm or Company has) adequate stores and premises for the proper care, preservation and handling of this article, and employs a regular staff of persons.

If this Application is granted, I hereby agree (on behalf of my Firm or Company) to abide by the Regulations relating to the Export of Salt Codfish, and understand that my License will be subject to suspension or cancellation in the event of breach of such Regulations.

Dated at 19

Signature.....

NOTE:—Words not required to be struck out.



CODFISH EXPORT LICENSE.

License is hereby granted by His Excellency the Governor of Newfoundland in Council to under the provisions of the Act 10-11 George V, Cap. 27, to export Salt Codfish from Newfoundland, subject to the said Act and all Rules and Regulations made or to be made thereunder.

This License, unless cancelled or suspended, shall continue in force from the date hereof until the 31st day of December A.D. 19.....

Dated the day of A.D. 19.....

Minister of Marine and Fisheries.

PART II

(Shipments of Codfish to Portugal)

Section 1.

- No License Holder shall sell to any person in Portugal, or to any person out of Newfoundland for shipment to Portugal, codfish of any grade or standard at a less price per quintal than the prices fixed from time to time by the Codfish Exportation Board and approved by the Governor in Council and set forth in a schedule of prices hereto annexed.
- The following discounts and commissions and no more shall be allowed by sellers in the case of cargoes sent to Portugal, viz.:
 - Discount to the purchaser 1¼%.
 - Commission to the broker or intermediary 1%.
 - Commission to the Department of Marine and Fisheries when sale is made through its agents, 1%.
- No License Holder shall sell on any terms save those provided in these regulations and in the form of contract hereto

appended marked "Contract Form for Sales to Portugal," unless the License Holder shall satisfy the Codfish Exportation Board that he can sell on terms which, although differing from those contained in these regulations and the said Contract are equally or more advantageous to the Seller and shall obtain permission from the Board to sell at such terms.

- No License Holder shall load for or ship to Portugal any bulk cargo of more than five thousand quintals in one vessel except by special permission of the Codfish Exportation Board.
- No License Holder shall, without the special permission of the Board, ship to any person in Portugal, or to any person out of Newfoundland for export to Portugal any codfish unless the same shall be sold outright before sailing under the terms of the Contract hereto appended marked "Contract Form for Sales to Portugal."
- No claim for deterioration, loss of weight, or sea damage, on the part of the Buyer, shall be settled or adjusted with him except through or with the consent of a Commissioner of the Government of Newfoundland in Portugal.
- No License Holder shall give or allow to any Buyer any rebate or allowance without the knowledge and approval of the Codfish Exportation Board or of one of the Commissioners of the Newfoundland Government in Portugal.

CONTRACT FORM FOR SALES TO PORTUGAL

Approved by His Excellency the Governor of Newfoundland in Council.

This is to confirm a contract between
of Newfoundland, Seller, and
of in
Portugal, Buyer, for the sale of certain salt codfish of the following descriptions and quantities and at the following prices:—

Descriptions	Qualities and Sizes	No. of Qtls. of each	Price per Qtl.
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It is hereby agreed between the seller and Buyer that the said codfish is sold and purchased upon the following terms and conditions:—

- The fish shall be shipped by the Steamer
Sailing Vessel
sailing from the port of
in Newfoundland on or about the day of
1920, or as soon thereafter as reasonably possible to the
port of in Portugal.
- The fish shall be shipped in bulk, (casks, drums or as the case may be) carefully stowed and well protected with dunnage.
- The fish shall be shipped under the usual bills of lading, and insured against marine and war risks with reliable underwriters in a sum not less than 5% over the invoice sale value.
- The Seller shall obtain all necessary Government permissions for export from Newfoundland, and the Buyer shall obtain all necessary Government permissions for import into Portugal.
- Instructions for discharge shall be given by the Buyer to the Master in the case of a Steamer on arrival, and in the case of a Sailing Vessel within twenty-four hours of arrival.
- The Buyer shall take delivery from the Ship's side as fast as she can discharge.
- All necessary weighing of fish during discharge shall be effected by means of reliable platform or other scales in such a manner as to enable the true weight to be ascertained and

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RULES AND REGULATIONS

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checked by the representatives of both parties.

8. The Seller shall be responsible for all damage (being particular average) deterioration and loss of weight occurring up to the time of arrival of the steamer or vessel at the port of discharge.

9. The terms of payment shall be as follows:—

(a) Full cash to be paid in London or at St. John's, Newfoundland, by an irrevocable confirmed banker's credit, to be opened

(as soon as negotiations for sale are completed)
(or upon receipt by the Buyer of notification that the Steamer or Vessel has begun to load.)

(b) Ninety per cent of such credit shall be available to the Seller against delivery of the following documents:

i Endorsed Bills of Lading,

ii Invoices in Duplicate,

iii Insurance Policies or Certificates,

iv Any Consular papers, certificates of origin or other documents required by the Government of Portugal in the case of such shipments.

The remaining ten per cent of such credit shall, as soon as the documents have been delivered, become available to the properly authorized representative in London of the Government of Newfoundland, or to the Minister of Marine and Fisheries in St. John's; and shall be taken and held by the Government for the purpose of securing any claims on the part of the Buyer which shall be allowed as just by a Commissioner in Portugal of the said Government; and, after the time for making claims has expired, or after any claims properly made and allowed have been paid to the Buyer, the deposit, or the balance of it if any, shall be paid over by the Government to the Seller. This shall not prejudice the right of the Buyer to recover from the Seller the balance of any claim exceeding ten per cent of the invoice sale of value.

10. All claims by the Buyer for sea damage (being particular average) deterioration or loss of weight shall be made within seven days of discharge of fish. All such claims shall be submitted to the nearest Commissioner in Portugal of the Government of Newfoundland, who shall promptly inspect the fish in respect of which such claims are made, and shall assess the claims at such sum as he shall deem just, or shall consent to any settlement made between the parties which he shall deem just.

11. Any excess weight discharged over and above the bill of lading quantity shall be paid for by the buyer at invoice sale prices upon request.

Signed at Newfoundland, this day
of A.D. 192

PART III

(Shipments to Italy)

Section 1.

(a) No License Holder shall sell to anyone in Italy, or to anyone out of Newfoundland for shipment to Italy, codfish of any grade or standard at a less price per quintal than the prices fixed from time to time by the Codfish Exportation Board and set forth in the schedule of prices hereto annexed.

(b) The following discounts and commissions and no more shall be made by Sellers in the case of shipments sent to Italy:

1. Discount to purchaser, 1¼%.

2. Commission to broker or intermediary, 2%.

3. Commission to the Department of Marine and Fisheries if sale is made through its agents, 2%.

(c) Fish may be sold in Italy only through the following:

1. The Department of Marine and Fisheries.

2. Messrs. Hawes & Co., Ltd.

3. Any Broker or Agent by special permission of the Codfish Exportation Board and by any shipper to the Consorzio per l'importazione e la distribuzione dei merluzzi e stoccafissi.

(d) No License Holder shall without the special permission of the Board ship to any person in Italy, or to any person out of Newfoundland for export to Italy, any codfish unless the same shall be sold outright before sailing under the terms of the Contract hereto appended marked "Contract Form for Sales to Italy."

(e) No License Holder shall sell to any person in Italy, or to any person out of Newfoundland for export to Italy, any Codfish except on the terms set forth in these regulations and in the Contract Form hereto appended marked "Contract Form for Sales to Italy," unless the License Holder shall satisfy the Codfish Exportation Board that he can sell at terms which although differing from those contained in these regulations and in the contract are equally or more advantageous to the Seller, and shall obtain permission from the Board to sell at such terms.

(f) No claim for deterioration, loss of weight, or sea damage, on the part of the Buyer, shall be settled or adjusted with him except through or with the consent of a Commissioner of the Government of Newfoundland in Italy.

(g) No License Holder shall give or allow to any buyer any rebate or allowance, without the knowledge and approval of the Department of Marine and Fisheries or of one of the Commissioners of the Newfoundland Government in Italy.

CONTRACT FORM FOR SALES TO ITALY

Approved by His Excellency the Governor of Newfoundland in Council.

This is to confirm a contract between
of Newfoundland, Seller, and

Italy, Buyer, for the sale of certain codfish of the following descriptions and quantities and at the following prices:—

Descriptions	Qualities and Sizes	No. of Qtls. of each	Price per Qtl.
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It is hereby agreed between the Seller and Buyer that the said Codfish is sold and purchased upon the following terms and conditions:—

1. The fish shall be shipped by the Steamer Sailing Vessel sailing from the port of in Newfoundland on or about the day of 192, or as soon thereafter as reasonably possible for the port of in Italy.

2. The fish shall be shipped in (here describe packages or insert word "bulk") carefully stowed and well protected with dunnage.

3. The fish shall be shipped under the usual bills of lading, and insured against marine and war risks with reliable underwriters in a sum not less than 5% over the invoice sale value.

4. The Seller shall obtain all necessary Government permissions for export from Newfoundland, and the Buyer shall obtain all necessary Government permissions for import into Italy.

5. Instructions for discharge shall be given by the Buyer to the Master in the case of a Steamer on arrival, and in the case of a Sailing Vessel within twenty-four hours of arrival.

6. The Buyer shall take delivery from the Ship's side as fast as she can discharge.

7. All necessary weighing of fish during discharge shall be effected by means of reliable platform or other scales in such a manner as to enable the true weight to be ascertained and checked by the representatives of both parties.

8. The Seller shall be responsible for all sea damage (being particular average) deterioration and loss of weight occurring up to the time of arrival of the steamer or vessel at the port of discharge, (except that in the case of Labrador fish in bulk loss of weight up to one per cent of the bill of lading quantity shall be borne by the Buyer).

9. The terms shall be as follows:—

(a) Full cash to be paid in London or at St. John's, Newfoundland, by an irrevocable confirmed banker's credit, to be opened

(as soon as negotiations for sale are completed)
(or upon receipt by the Buyer of notification that the Steamer or Vessel has begun to load.)

(b) Ninety per cent of such credit shall be available to the Seller against delivery of the following documents:

i Endorsed Bills of lading,

ii Invoices in Duplicate,

iii Insurance Policies or Certificates,

iv Any Consular papers, certificates of origin or other documents required by the Government of Italy in the case of such shipments.

The remaining ten per cent of such credit shall, as soon as the documents have been delivered, become available to the properly authorized representative in London of the Government of Newfoundland, or to the Minister of Marine and Fisheries in St. John's; and shall be taken and held by the Government for the purpose of securing any claims on the part of the Buyer which shall be allowed as just by a Commissioner in Italy of the said Government; and, after the time for making claims has expired, or after any claims properly made and allowed have been paid to the Buyer, the deposit, or the balance of it if any, shall be paid over by the Government to the Seller. This shall not prejudice the right of the Buyer to recover from the Seller the balance of any claim exceeding ten per cent of the invoice sale value.

10. All claims by the Buyer for sea damage (being particular average) deterioration or loss of weight shall be made within seven days of discharge of the fish. All such claims shall be submitted to the nearest Commissioner in Italy of the Government of Newfoundland, who shall promptly inspect the fish in respect of which such claims are made, and shall assess the claims at such sum as he shall deem just, or shall consent to any settlement made between the parties which he shall deem just.

11. Any excess weight discharged over and above the bill of lading quantity shall be paid for by the Buyer at invoice sale prices upon receipt.

*Strike out words not required.

PART IV.

(Shipments to Malta and Madeira.)

Section 1.

(a) No License Holder shall ship to anyone in Malta or Madeira, or to anyone out of Newfoundland for shipment to Malta or Madeira, codfish of any grade or standard at a less price per quintal than the prices fixed from time to time by the Codfish Exportation Board and approved by the Governor in Council, and set forth in the schedule of prices hereto annexed.

(b) The following discounts and commissions and no more shall be made by sellers in the case of codfish shipped to Malta or Madeira:

1. Discount to the purchaser, 1¼%.

2. Commission to the broker or intermediary, 2%.

(c) No License Holder shall, without special permission from the Board, ship to any person in Malta or Madeira, or to any person out of Newfoundland for export to Malta or Madeira any codfish unless the same shall be sold outright before shipment on the terms of full cash against documents at the prices referred to in sub-section (a) of this section.

PART V.

(Shipments of Codfish to Greece)

Section 1.

(a) No License Holder shall sell to any person in Greece, or to any person out of Newfoundland for shipment to Greece, codfish of any grade or standard at a less price per quintal than the prices fixed from time to time by the Codfish Exportation Board and approved by the Governor-in-Council, and set forth in the schedule of prices hereto annexed.

(b) The following discounts and commissions and no more shall be allowed by sellers in the case of shipments sent to Greece, viz.:

1. Discount to the purchaser, 1¼%.

2. Commission to the broker or intermediary not exceeding 2%.

3. Commission to the Department of Marine and Fisheries when the sale is made through its agents, not exceeding 2%.

(c) No License Holder shall sell on any terms save those provided in these regulations and in the form of contract appended hereto marked "Contract Form for Sales to Greece," unless the License Holder shall satisfy the Codfish Exportation Board that he shall sell at terms which although differing from those contained in these regulations and said Contract are equally or more advantageous to the Seller, and shall receive permission from the Board to sell on such terms.

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RULES AND REGULATIONS

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- (d) No License Holder shall, without the special permission of the Board, ship to any person in Greece, or to any person out of Newfoundland for export to Greece any codfish unless the same shall be sold outright before sailing under the terms of the Contract hereto appended marked "Contract Form for Sales to Greece."
- (e) No claim for deterioration, loss of weight, or sea damage, on the part of the buyer, shall be settled or adjusted with him except through or with the consent of a Commissioner or Agent of the Government of Newfoundland in Greece.
- (f) No License Holder shall give or allow to any Buyer any rebate or allowance without the knowledge and approval of the Department of Marine and Fisheries or of one of the Commissioners or Agents of the Newfoundland Government in Greece.

CONTRACT FORM FOR SALES TO GREECE

Approved by His Excellency the Governor of Newfoundland in Council.

This is to confirm a contract between
of _____, Newfoundland, Seller, and
of _____ in
Greece, Buyer, for the sale of certain salt codfish of the following descriptions and quantities and at the following prices:—

Descriptions	Qualities and Sizes	No. of Qtls. of each	Price per Qtl.

It is hereby agreed between the Seller and the Buyer that the said codfish is sold and purchased upon the following terms and conditions:—

- The fish shall be shipped by the _____ Steamer Sailing Vessel sailing from the port of _____ in Newfoundland on or about the _____ day of 192____, or as soon thereafter as reasonably possible for the port of _____ in Greece.
- The fish shall be shipped in _____ (here describe packages or insert the word "bulk") carefully stowed and well protected with dunnage.
- The fish shall be shipped under the usual bills of lading, and insured against marine and war risks with reliable underwriters in a sum not less than 5% over the invoice sale value.
- The Seller shall obtain all necessary Government permissions for export from Newfoundland, and the Buyer shall obtain all necessary Government permissions for import into Greece.
- Instructions for discharge shall be given by the Buyer to the Master in the case of a Steamer on arrival, and in the case of a Sailing Vessel within twenty-four hours of arrival.
- The Buyer shall take delivery from the Ship's side as fast as she can discharge.
- All necessary weighing of fish during discharge shall be effected by means of reliable platform or other scales in such a manner as to enable the true weight to be ascertained and checked by the representatives of both parties.
- The Seller shall be responsible for all sea damage (being particular average) deterioration and loss of weight occurring up to the time of arrival of the steamer or vessel at the port of discharge, (except that in the case of Labrador fish in bulk loss of weight up to one per cent of the bill of lading quantity shall be borne by the Buyer).
- The terms of payment shall be as follows:—

- (a) Full cash to be paid in London or at St. John's, Newfoundland, by an irrevocable confirmed banker's credit, to be opened _____

*(as soon as negotiations for sale are completed)
(or upon receipt by the Buyer of notification that the Steamer or Vessel has begun to load.)

- (b) Ninety per cent of such credit shall be available to the Seller against delivery of the following documents:—

- Endorsed Bills of Lading,
- Invoices in Duplicate,
- Insurance Policies or Certificates,
- Any Consular paper, certificates of origin or other documents required by the Government of Greece in the case of such shipments.

The remaining ten per cent of such credit shall, as soon as the documents have been delivered, become available to the properly authorized representative in London of the Government of Newfoundland, or to the Minister of

Marine and Fisheries in St. John's; and shall be taken and held by the Government for the purpose of securing any claims on the part of the Buyer which shall be allowed as just by a Commissioner in Greece of the said Government; and, after the time for making claims has expired, or after any claims properly made and allowed have been paid to the Buyer, the deposit, or the balance of it if any, shall be paid over by the Government to the Seller. This shall not prejudice the right of the Buyer to recover from the Seller the balance of any claim exceeding ten per cent of the invoice sale value.

10. All claims by the Buyer for sea damage (being particular average) deterioration or loss of weight shall be made within seven days of discharge of the fish. All such claims shall be submitted to the nearest Commissioner in Greece of the Government of Newfoundland, who shall promptly inspect the fish in respect of which the claims are made, and shall assess the claims at such sum as he shall deem just, or shall consent to any settlement made between the parties which he shall deem just.

11. Any excess discharged over and above the bill of lading quantity shall be paid for by the Buyer at invoice sale prices upon request.

*Strike out words not required.

PART VI

(Shipments of Codfish to Brazil)

Section 1.

- No License Holder shall ship to any person in Brazil, or to any person out of Newfoundland for shipment to Brazil, any codfish known as Northern Brazil quality packed in drums or half drums at a less price per drum than the prices fixed from time to time by the Codfish Exportation Board and approved by the Governor-in-Council, set forth in the schedule of prices hereto annexed.
- No License Holder shall sell on any terms save those provided in these regulations and in the form of Contract hereto appended marked "Brazil Contract Form," unless the License Holder shall satisfy the Codfish Exportation Board that he can sell at terms which although differing from those contained in these regulations and the said Contract are equally or more advantageous to the Seller, and shall receive permission from the Board to sell on such terms.
- No License Holder shall without the special permission of the Board ship to anyone in Brazil or to anyone outside Newfoundland for shipment to Brazil, any codfish unless the same shall have been sold outright before shipment upon the terms set forth in the said Contract.
- No License Holder shall give or allow to any Buyer any rebate or allowance, or admit any claim, whether for damage or otherwise, without the knowledge and approval of the Codfish Exportation Board, or a Commissioner or Agent of the Newfoundland Government in Brazil.

Section 2.—The maximum quantity of codfish to be exported to Brazil up to the 15th day of October, 1920, shall be the quantity which has already been exported on the date of these Regulations; Provided, however, that any fish of 1919 catch remaining in this Colony may be exported to Brazil before the 15th day of October; and provided that by special permission of the Codfish Exportation Board a Shipper who has in his possession the greater part but not all of a cargo for his vessel may ship sufficient fish of 1920 catch to make up such cargo.

BRAZIL CONTRACT FORM

Approved by His Excellency the Governor of Newfoundland in Council.

This is to confirm a Contract between Messrs. _____ of _____, Newfoundland, Shippers; and Messrs. _____ of _____ in the United States of Brazil, buyers, for the sale of a cargo of Prime Newfoundland Shore Cured Codfish, properly dried for the Brazil Market, (of Messrs. _____ brand) to be shipped by the _____ (or other equally good vessel, with buyer's permission) at the price of _____ per drum, delivered at Pernambuco, Bahia, Maceio, Parahyba, or Rio Grande do Norte. (*)

The above price applies to shipments to (+) _____ extra to be added for delivery direct at (+) _____ if so ordered by signal before communicating with the shore, or _____ extra if forwarded from (+) _____ to (+) _____.

The cargo to consist of the equivalent of _____ whole drums in the proportion of one whole drum to two half drums.

The vessel to sail from _____ Newfoundland, weather permitting, not later than _____ 19____.

Any claims regarding quality or condition of cargo to be made within seven days of arrival at port of destination. If the claim cannot be settled by agreement between the shipper and the buyer, then the shipper shall have the right, at his option, to have all the packages upon which a claim is made for damage or deterioration, or for any other cause, or which are rejected for any reason, set aside, and he may then demand a survey to determine which of these are damaged or deteriorated, or properly rejected for any other cause; and those which are by the surveyors determined to be so damaged or deteriorated, or properly rejected for any other cause he may then either retain and dispose of them for his own account as he may see fit, refunding to the buyer their invoice value together with accrued charges, or he may demand a further survey upon them to assess the damage. In all cases of survey there shall be two surveyors, one to be appointed by the shipper, and the other by the buyer; with power to the two to call in a third if they deem it necessary; and if they cannot agree upon a third, then a third shall be appointed by the nearest British Consul at the request of either Arbitrator.

Payment is to be made in cash against documents in Newfoundland, London, or New York for 90% of the price of the cargo, less such part, if any, of the freight due the vessel as the buyer will be called upon to pay upon arrival and delivery of cargo; an irrevocable confirmed banker's credit available against shipping documents being opened in favour of the shipper before sailing of the vessel. The remaining 10% shall be paid cash in Newfoundland, London or New York, within 30 days of final discharge of vessel.

All fish to be inspected while being packed under the authority of the Department of Marine and Fisheries of Newfoundland. The buyer to have the right to have his agent present at the inspection; such agent to produce evidence of his authority to the satisfaction of the Minister of Marine and Fisheries.

Certificate of Inspection to be attached to the shipping documents.

Should the vessel while on the voyage put into any port in distress, this contract to be void. The vessel may, however, put into port to avoid ice without avoiding this contract.

The shipper shall insure the cargo against eighty per cent. of any actual loss that may be incurred by the ship being compelled to put into some port before she reaches Brazil owing to stress of weather, or inability to reach Brazil without deterioration of her cargo; and shall attach the policy to the shipping documents; and the buyer may, in the event of such a casualty occurring, have recourse, at his option, either to the insurance, or to the shipper; provided that if the buyer recovers from the Insurance Company the shipper shall be held discharged pro tanto; that if the buyer is unable to recover from the Insurance Company for any reason, he shall be entitled to have recourse to the shipper; and that if he recovers payment from the shipper he shall, against such payment, reassign the insurance to the shipper.

Delivery of the cargo to be taken from the ship's tackles, and receipt therefor given daily.

Buyers shall take cargo from ship's tackles as fast as she can discharge up to the equivalent of Five Hundred drums per working day.

Lighterage, if any, to be at the expense of buyers.

Orders for discharge to be given by buyers to the Master within forty-eight hours after arrival.

Capatazia to be for buyer's account.

Any prime dry second quality codfish to be accepted at s. d. per drum less than No. 1 Brazil quality.

Should the premises of the shipper in Newfoundland be burnt, and the fish referred to in this contract destroyed or damaged before shipment, this contract to be void.

Signed at _____, Newfoundland, this _____ day of _____ 19____.

*Cross out names of ports not required.

+Insert name of port on which price is based.

+Insert names of alternative ports, for delivery to which there is an extra charge (if any).

PART VII

(Shipments of Codfish to Great Britain)

Section 1.

- No License Holder shall ship to any person in Great Britain codfish of any grade or standard at a less price per quintal than the prices fixed from time to time by the Codfish Exportation Board and approved by the Governor-in-Council, and set forth in the schedule of prices hereto annexed.

(Continued on page 4.)

RULES AND REGULATIONS

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(b) The following discounts and commissions and no more may be allowed by sellers in the case of codfish shipped to Great Britain:

1. Discount to the purchaser, 1¼%.
2. Commission to the broker or intermediary, 2%.

(c) No License Holder shall give or allow to any Buyer any rebate or allowance or admit any claim, whether for damage or otherwise, without the knowledge and approval of the Commissioner of the Newfoundland Government in England or of the Codfish Exportation Board.

(d) No claim for deterioration, loss of weight, or sea damage, (being particular average) on the part of the buyer, shall be settled or adjusted with him except or with the consent of a Commissioner or Agent of the Newfoundland Government in Great Britain.

PART VIII.

(Export of Codfish to Spain)

Section 1.—No license-holder shall ship to Spain any codfish in excess of a maximum quantity to be fixed from time to time by Regulations under the Act, which Maximum quantity may be ascertained by any license-holder on application to the Minister of Marine and Fisheries.

PART IX.

(Export of Codfish to Canada)

Section 1.—No license-holder shall ship to Canada any codfish in excess of a maximum quantity to be fixed from time to time by Regulations under the Act, which Maximum quantity may be ascertained by any license-holder on application to the Minister of Marine and Fisheries.

PART X.

(Shipment of Codfish To or by Way of United States Ports)

Section 1.—No license holder shall sell any codfish known as "Labrador" to any person in the United States of America unless he shall first have obtained and deposited with the Minister of Marine and Fisheries a bond of such person with sureties in Newfoundland to the satisfaction of the Codfish Exportation Board, and in such sum as the Board may deem sufficient, (which sum may be altered from time to time by the Board,) conditioned for forfeiture to His Majesty in case it shall be proved to the satisfaction of the Board that either the person giving the bond or any other person to or through whom he may sell the said codfish for export from the United States, has failed to comply with these Rules and Regulations in the same manner in all respects as if he were a licensed exporter in Newfoundland, so far as the same are applicable.

SCHEDULE OF PRICES.

PORTUGAL.

The prices fixed for this market are:

Shore choice.....	75/	per qtl.
Shore prime.....	70/	per qtl.
Shore scale fish.....	60/	per qtl.

ITALY.

The prices fixed for this market are:

Shore Choice large small.....	92/6	per qtl.
Shore choice small.....	90/	per qtl.

Shore prime small.....	85/	per qtl.
Labrador ordinary prime.....	82/6	per qtl.
Labrador ordinary seconds.....	77/6	per qtl.

GREECE.

The prices fixed for this market are:

Shore Choice small.....	95/	per qtl.
Shore prime small.....	90/	per qtl.
Labrador ordinary prime.....	87/6	per qtl.
Labrador ordinary seconds.....	82/6	per qtl.

UNITED KINGDOM.

The prices fixed for this market are:

Shore choice small.....	77/6	per qtl.
Shore prime small.....	72/6	per qtl.
Shore Tomcods.....	72/6	per qtl.
Labrador ordinary prime.....	70/	per qtl.
Labrador ordinary seconds.....	65/	per qtl.

BRAZIL.

The prices fixed for this market are:

No. 1 Brazil.....	100/	per drum
No. 2 Brazil.....	95/	per drum

NEW YORK.

The prices fixed for this market are:

Shore Italian Choice.....	\$60	per cask of 4 qtls.
Shore Italian Prime.....	\$56	per cask of 4 qtls.
Labrador Ordinary Prime.....	\$63	per cask of 5 qtls.
Labrador Ordinary Seconds.....	\$63	per cask of 5 qtls.

The above prices in Newfoundland Funds.
Labrador ordinary prime..... 87/6 per qtl.

House Of Assembly, 1920

Official Proceedings.

MONDAY, MAY 12, 1920.

SIR JOHN CROSBIE, (continued)
The other matter they petition about is for a continuance of the overland from Bay L'Argent to Baine Hr., Placentia Bay, and in presenting this petition I would like to say, that every effort is being made to detain the Hudson Bay Co. steamer at Fortune Bay, and I hope the Government will be successful in its efforts and I hope that the overland mail question will be given due consideration by the Government.

Hon. the Prime Minister tabled statement of estimates revenue and expenditure of Municipal Council 1920.

Mr. MacDonnell gave notice of question.

Sir Michael Cashin gave notice of question.

Sir John Crosbie gave notice of question.

SIR MICHAEL CASHIN asked the Hon. Colonial Secretary if any correspondence has taken place between the Food Control Board and the wholesale sugar importers and control of same; also if the Control Board knows of any stock now stored in Canada awaiting shipment to Newfoundland.

HON. THE PRIME MINISTER:—Mr. Speaker, replying to the question of Sir Michael Cashin, I beg to state that I sent a copy of the order paper to the Chairman of the Food Control Board and he sent me a memorandum, saying that he would have the information to-morrow.

SIR MICHAEL CASHIN asked the Hon. Minister of Public Works what amount of road money allocated to Ferryland district within the past six weeks giving the names to whom allocated, name of settlement, amount of each allocation, also if he is yet sending out the local road grants to the road boards.

HON. MINISTER OF PUBLIC WORKS:—Mr. Speaker, replying to the question from Sir Michael Cashin, I beg to table the information requested.

Pursuant to order and on motion of Hon. the Minister of Marine and Fisheries bill entitled "An Act to amend Chapter 172 of the Consolidated Statutes (Third Series) entitled "Of the Survey of Foreign Going and Labrador Vessels" was read a third time and passed and it was ordered that it be engrossed being entitled as above and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of Hon. the Minister of Justice the bill entitled "An Act to amend the Judicature Act" was read a third time and passed and it was ordered that it be engrossed being entitled as above and

that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. the Prime Minister the bill entitled "An Act to Confirm a Contract between the Government and the St. Lawrence Timber Pulp and Steamship Company Limited" was read a third time and passed and it was ordered that it be engrossed being entitled as above and that it be sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion of the Hon. Mr. Foote the House resolved itself into a committee of the whole to consider the bill entitled "An Act to amend Chapter 183 of the Consolidated Statutes of Newfoundland (Third Series) entitled "Of the Management and Control of the Harbor of Grand Bank."

Mr. Speaker left the chair.
Mr. Hibbs took the chair of committee.

Committee of the whole on bill entitled "An Act to amend Chapter 183 of the Consolidated Statutes of Newfoundland (Third Series) entitled "Of the Management and Control of the Harbor of Grand Bank."

MR. MOORE:—Mr. Chairman, I would like the Hon. Mr. Foote who is in charge of this bill how many tons of coal are imported annually into Grand Bank?

HON. MR. FOOTE:—About 2000 tons.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred and had passed the bill with some amendment.

On motion this report was received and adopted and it was ordered that the said bill be read a third time on to-morrow.

SIR MICHAEL CASHIN:—Mr. Speaker, the answer I got to a question from the Hon. Minister of Public Works regarding the allocation of road money seems to me to be very evasive.

The minister states that the money was allocated for the building of a retaining wall dam aged by a washout. I do not know of any washout that has occurred in Ferryland district. I think that the road money for that district should be sent out as quickly as possible, because the men are all getting ready for the fishery.

SIR MICHAEL CASHIN:—I would like to know from the hon. gentleman if it is the intention of the Department of Public Works to dismiss those road boards and form new ones?

HON. MINISTER OF PUBLIC WORKS:—No, it is a matter of law. The information you ask for I cannot give.

SIR MICHAEL CASHIN:—Do you mean to say you are not going to answer my question as to whether there was anybody sent out to inspect the matter?

THE HON. MINISTER OF PUBLIC WORKS:—As far as I understood Captain Bonia was sent out.

SIR MICHAEL CASHIN:—Well what about the road money? Is it the intention of the department to allocate the various amounts to the road boards?

SIR MICHAEL CASHIN:—I would like to know if you are prepared to take a recommendation in reference to those boards.

HON. MINISTER OF PUBLIC WORKS:—As to some particular wants may be.

SIR MICHAEL CASHIN:—I notice that in Aquaforte the late Henry Winsor was chairman of the Road Board there and now that he is dead the job was handed out to a young slacker recommended by one of my opponents and he was sent over the heads of the existing members of the board. If this is the policy of the so-called reform government it is only a nickname on the present Government. The time has arrived when the members should see that the money is sent. I want to see a road board there.

HON. MINISTER OF PUBLIC WORKS:—I might say in reply to the honorable the leader of the opposition the late Mr. Henry Winsor passed away before the money was sent out.

SIR MICHAEL CASHIN:—He was there.

HON. MIN. PUBLIC WORKS:—That money was not sent out while Mr. Winsor was there.

SIR MICHAEL CASHIN:—Pardon me sir, he was there.

THE HON. MINISTER OF PUBLIC WORKS:—I am sure that the money was not sent out.

SIR MICHAEL CASHIN:—Well, the authority was given before the money was sent out. The bridge was done. I am only asking for a square deal in this matter.

HON. MINISTER OF PUBLIC WORKS:—I wish to put the Hon. Member right on this point and might say that I am just as sure the man was passed away as I am here.

SIR MICHAEL CASHIN:—Well the board is still there I take it at Aquaforte, and the money was sent out to a private individual who was locked up here in St. John's in an office during the years of the war.

THE HON. MINISTER OF PUBLIC WORKS:—If the Hon. Leader of the Opposition would refer to the Local Affairs Act he would find that no board should be in existence.

SIR MICHAEL CASHIN:—Oh that is a matter of choice. (Gives notice of question.)

THE HON. MINISTER OF PUBLIC WORKS:—No, it is a matter of law. The information you ask for I cannot give.

SIR MICHAEL CASHIN:—Do you mean to say you are not going to answer my question as to whether there was anybody sent out to inspect the matter?

THE HON. MINISTER OF PUBLIC WORKS:—As far as I understood Captain Bonia was sent out.

SIR MICHAEL CASHIN:—Well what about the road money? Is it the intention of the department to allocate the various amounts to the road boards?

THE HON. MINISTER OF PUBLIC WORKS:—There are no road boards in existence as far as the department of public works is concerned.

SIR MICHAEL CASHIN:—I think it is time that our get these matters into right shape. The money ought to be sent there by now. The Hon. gentleman has the best reputation in the House as an honest and straight forward man. So I do not see why he has started to quibble about this thing.

THE HON. MINISTER OF PUBLIC WORKS:—I may say that I do not know whether it is the intention of the public works to appoint road boards.

SIR MICHAEL CASHIN:—Then you are not going to take any recommendations from the people of the district. I take it that you do not want any one recommended from this district. I hope you are not being made a fool of.

THE HON. MINISTER OF PUBLIC WORKS:—I think it very poor form for the leader of the opposition to say this. He ought to know more about the local affairs act.

SIR MICHAEL CASHIN:—Any district which needed the assistance of the local affairs act may call the same into operation for their benefit. This district has given the least trouble of all the districts around the island.

THE HON. MINISTER OF PUBLIC WORKS:—I am not prepared to take any recommendations from any one with regard to having those boards kept up contrary to the local affairs act.

THE HON. MINISTER OF JUSTICE:—That bill is not ready and I ask that it be deferred. (Re resolutions for the Lighting of Outposts.)

THE HON. MINISTER OF PUBLIC WORKS:—Mr. Speaker, the local affairs act calls for two months notice before an election can be held.

MR. HIGGINS gave notice of question.

MR. MOORE:—Mr. Speaker, in connection with the matter that Sir Michael Cashin brought up, it seems to be the intention of the Government to hold up the money of Ferryland until the machinery of the local affairs act is put into operation. Why not have an election next week? I don't believe it has ever been done before. It is a most absurd thing. I say, sir, that if this is done, look out for a row.

MR. SULLIVAN:—Mr. Speaker, I think there is some misunderstanding in the matter of local affairs. The same condition exists in Placentia. There are no elected road boards; but surely the roads are not going to be kept without repair because of this fact?

MR. WALSH:—Mr. Speaker, this matter was thought out by me some time ago, and I asked a question as to what was going to be done, that is, whether the money for the districts was going to be sent out as usual. I received an affirmative reply. I want to assure the Hon. Minister that I

mean that the money be sent out in the usual way.

THE HON. MINISTER OF PUBLIC WORKS:—Mr. Speaker, if any representative comes into my office and asks for money for a road or a bridge, the matter will be attended to.

MR. WALSH:—Mr. Speaker, the larger question, of course, is as to the expenditure of the whole lot of public monies. May I suggest that we amend the local affairs act so that a week's notice will be sufficient for the election of the road boards. The expenditure of money on roads in October would be a waste. I hope this matter will be attended to without delay.

HON. THE PRIME MINISTER:—Mr. Speaker, the situation with respect to Ferryland district and also the district of Placentia and St. Mary's is that the main line grants for the year 1919-1920 were expended last autumn by the late government and in addition practically all the local road grants for these districts were also expended.

The bridge in the district of Ferryland to which reference has been made was an imperative necessity. There was no Ferryland grant available for the construction of the bridge so an order was given for the work to be done, the money to be provided for the next fiscal year. The small balances due on local road account for the districts of Ferryland, Placentia and St. Mary's are now available. The matter of the appointment of election of road boards is being attended to.

HON. MINISTER OF MARINE AND FISHERIES:—The local affairs act requires 60 days notice to be given before the election of road boards. You might know if you want the road boards elected. Nobody wants to keep money that belongs to the district, but let us have the names of the districts that want to have boards elected.

The minister is very strong on this point, of having things done under the local affairs act. But I would suggest that the present boards be given the money that is to be spent this spring.

MR. VINNICOMBE:—Mr. Speaker, last winter when the roads in the East End were blocked with snow I applied to the minister to have them cleared, but the minister didn't have the authority. He had to see Mr. Squires. I understand that the Prime Minister has passed over the work of St. John's East to Mr. Carter, although Mr. Carter was not elected.

HON. MINISTER OF PUBLIC WORKS:—Mr. Speaker, I may say that Mr. Parsons is the man with whom I confer on matters pertaining to St. John's East. He is strongly opposed to spending money on shovelling snow.

Pursuant to notice and leave granted and on motion of Hon. the Prime Minister, the House resolved itself into a committee of the whole to consider certain resolutions regarding a contract between the Government and the "Susu Shipping Co., Ltd."

Mr. Speaker left the chair.

Mr. Hibbs took the chair of committee.

HON. THE PRIME MINISTER:—

(Re resolutions regarding a contract between the Government and the Susu Shipping Co., Ltd.) This, I take it is a non-contentious contract. It was made the 29th day of September, 1919, between the Government of that day and the Susu Shipping Company, Ltd., and is brought before this administration on or about the first day of May in minor modification. The contract is in the usual form. The contractor agrees to furnish the steamship Susu to run between St. John's and several ports mentioned in the contract extending from Catalina to Fogo inclusive. The service is to commence on or about the first day of May in each year, sailings to be regularly made thereafter and to continue until the close of navigation; the trips to be performed with all reasonable despatch; the steamer not to be detained unduly in any port. The government may from time to time substitute other intermediate port or ports of call and add other ports on the said route without extra charge, provided the ports can be navigated with safety. The days for the departure of the steamer from St. John's shall be fixed by the Government, which has power also to detain the steamer for a period of twenty-four hours after the time for sailing. The steamer shall carry all

mails and shall carry a regular mail officer in charge, for whom an apartment is provided. The stay of the steamer at each intermediate port of call shall be not less than half an hour and at the terminal port not less than two hours, unless the captain and mail officer on board agree that the period of time may be increased or lessened. The steamer shall during the continuance of the contract be kept in a good, seaworthy condition and properly maintained and equipped at the cost of the contractor, the Government having the right to have the steamer surveyed and inspected, contractor agreeing to immediately make good any deficiency under a penalty of \$100 a day. Contractor agrees to provide suitable premises in St. John's for the receiving and discharge of freight and the embarking and disembarking of passengers. An amendment is necessary to section 12 as it is noted that the schedule referred to was intended to cover rates for the conveyance of passengers and goods. As a matter of fact, the schedule contains passenger rates only. This defect will be remedied by a proviso that the rates to be paid for the carriage of goods on the Susu shall not exceed the rates charged for the carriage of similar goods for like distances on the coast.

(Continued on page 6.)

BEDSTEAD VALUES

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Department of Marine and Fisheries St. John's, Newfoundland.

Rules and Regulations

RELATING TO THE STANDARDIZATION OF CODFISH; MADE UNDER AND BY VIRTUE OF THE ACT ENTITLED "AN ACT TO PROVIDE FOR THE STANDARDIZATION OF CODFISH" PASSED 1920.

1. All fish purchased from the fishermen by any Exporter or buyer, whether in St. John's or in the Outports, shall be bought subject to a cull, to be applied according to the standards hereinafter set forth; provided however that at the following places, or such other places as shall be specified from time to time by public announcement in THE ROYAL GAZETTE:—Namely, Lead Cove, Brownsdale, Sibley's Cove, New Melbourne, Ladle Cove, Doting Cove, Musgrave, Lumsden, Cape Island, Wadhams, Peckford's Island, Holyrood, St. Mary's, Peter's River, Branch, St. Vincent; fish may be purchased on a talqual basis.

2. The standards upon which fish shall be culled are as follows:—

SUB-SECTION (1) SHORE FISH

(a) PRIME OR EXTRA NUMBER ONE

Sound Fish over 18 inches in length from crux of tail to base of the nape;

1. Having white napes,
2. Of even surface,
3. Thoroughly clean on back and face,
4. Not showing blood or liver at napes or blood at sound bone,
5. Not showing excessive salt on the face, and
6. Well split.

(b) MERCHANTABLE

Sound fish over 10 inches from crux of tail to base of nape being

1. Of even surface,
2. Thoroughly clean back and face,
3. Not showing excessive salt on the face,
4. Well split.

(c) MADEIRA

Any fish not passing as Merchantable, rough in appearance, but not being broken, sunburnt, slimy or dun. Tomcods will classify as Madeira.

(b) WEST INDIA:—

Fish that is broken, sunburnt, slimy, or dun.

NOTE:—Talqual shall include all grades of dry fish except West India.

All Shore Fish must be thoroughly hard dried to pass as dry fish of any grade.

Pickled fish must not be mixed with dry salt bulk fish, but will be graded on same standards as dry salt bulk fish.

SUB-SECTION (2) LABRADOR AND HEAVY SALTED SOFT CURED NEWFOUNDLAND FISH

(a) CHOICE LABRADOR

Fish shall be split to the crux of the tail, washed from the knife and free from blood stains, clots, liver and gut. It shall be firm, thoroughly salted and well-pressed. It shall be washed out of salt bulk by hand. All slub and slime shall be removed from back. The fish shall be dried sufficiently to stand shipment without loss in weight.

(b) ORDINARY PRIME

Fish not passing as choice. Shall be washed out of salt bulk by hand. All slob and slime should be removed from back. The fish shall be dried sufficiently to stand shipment without loss of weight.

(c) ORDINARY SECONDS

Fish not as dry as Ordinary Prime. Dark in appearance, improperly salted and not being broken or rock cods.

(d) LABRADOR CULLAGE

Fish that is broken, sunburnt, or consists of rock cods shall be graded as Cullage.

SUB-SECTION (3) SOFT CURED HEAVY SALTED NEWFOUNDLAND CODFISH

Soft Cured, Heavy Salted, Newfoundland Codfish shall be culled by the same standards as are applicable to Labrador.

3. The prices paid by the buyers whether in St. John or the Outports for the various qualities as set forth in Section 2 hereof shall be regulated in the following manner:—

(a) SHORE FISH

There shall be paid for Extra Number One a sum equal to \$1.00 per quintal more than that paid for Merchantable Fish; and there shall be paid for Merchantable Fish a sum equal to \$1.00 per quintal more than that paid for Madeira Quality and there shall be paid for West India Quality a sum equal to \$5.00 per quintal less than that paid for Madeira.

In places where, by virtue of Section 1 hereof fish may be purchased on a Talqual basis the price paid shall be \$1.00 per quintal less than the current price paid for Merchantable Quality.

(b) LABRADOR AND HEAVY SALTED SOFT CURED NEWFOUNDLAND FISH

There shall be paid for Choice Labrador or choice soft cured heavy salted Newfoundland fish a price equal to \$1.00 per qtl. more than that paid for Ordinary Prime Quality of Labrador or ordinary heavy salted soft cured Newfoundland fish, and there shall be paid for Ordinary Seconds a price equal to \$1.00 per qtl. less than that paid for Ordinary Prime, and there shall be paid for Cullage a price equal to \$5.00 per quintal less than that paid for Ordinary Seconds Quality Labrador Fish.

4. All Exported Fish from Newfoundland and Labrador shall be inspected by a duly qualified inspector or inspectors, who shall be appointed by the Minister of Marine and Fisheries. Their duties shall be to inspect the quality of all cargoes or shipments, to issue certificates, specifying the grades and qualities of the fish inspected, to inspect the manner in which the fish is packed and stowed and to inspect the manner in which the cargoes are stowed and the vessels holds dunnaged.

5. The Inspector or Inspectors shall report upon any cargo so inspected to the Min-

ister of Marine and Fisheries, who shall then cause a Certificate to be issued, specifying the Grades, qualities of the cargo or shipment, or may refuse such Certificate, where in his opinion the cargo is not of a quality suitable for the market to which the cargo is to be shipped, or where the cargo is not stowed, packed or prepared in such a manner as will in his opinion permit of its arrival at destination in a sound condition.

6. The Certificate of Inspection shall be in the following form:—

Department of Marine and Fisheries.

Issued by Authority of the Codfish Standardization Commission appointed under the Fish Standardization Act, 1920.

CERTIFICATE OF INSPECTOR.

This is to certify that the undermentioned fish has been packed in or loaded on board the _____ at the port of _____ by Messrs. _____ under Codfish Export License No. _____ under the supervision of duly appointed Inspectors and is of the undermentioned qualities and suitable for shipment to _____

Grade or Grades of Fish	Quantity of each Grade	Packed in or loaded on board	Marks
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Secretary of Codfish Standardization Commission

Inspector.
Sub-Collector of Customs.
1920.

and shall be attached to the Bill of Lading covering any shipment of Codfish.

7. The Codfish Standardization Commission shall from time to time lay down such standards of grade and quality for the various markets as in their opinion seems advisable and all shipments shall be prepared in accordance with the standards so laid down.

8. The standards of quality for Shore Fish shall until further order be as follows:

BRAZIL

Quality. Number One. Light Salted Shore Fish, sound irregularly salted and split, generally known as Madeira.

Size. Up to 18 inches.

Dryness. Must be thoroughly well dried and hard.

No. 2 or seconds. Shall consist of Tomcods and very rough, sound, codfish.

ITALIAN

Quality. Choice.—Prime light salted, sound Merchantable Fish, well split, of even surface, clean, white, or yellow in colour.

Size. Small, 12 to 17 inches; Large Small, 17 to 20 inches.

Dryness. Must be thoroughly well-dried and hard.

Quality. Prime.—Similar to Choice in Quality and Size, but not so regular in splitting, salting and colour.

SPANISH

Quality. Choice. Shall be thick, Choice, Sound Merchantable Fish, yellow or golden colour, well split, light salted, of even surface.

Size. Small, 12 to 17 inches; Medium, 17 to 22 inches; Large, 22 inches up.

Dryness. Not hard dry.

Quality. Prime.—Similar to Choice in Quality and Size, but not so regular in splitting, salting or colour.

LISBON

Quality. Choice. Light salted, sound Merchantable fish, well-split, of even surface, clean, white or yellow in colour, of medium thickness.

Size. Small, 10 to 17 inches; Medium, 17 to 22 inches; Large, 22 inches up.

NOTE.—Cargoes should consist when possible of two-thirds small and one-third large and medium. Choice, over 17 ins., should be white naped.

Quality. Prime. Similar to choice in size, but not so regular in splitting or salting. Fish showing salt on face not objected to. Black napes.

Dryness. Must be well dried.

OPORTO

Quality. Choice. Light salted, sound Merchantable Fish, well split, of even surface, clean, white or yellow in colour, of medium thickness.

Size. Small, 12 to 17 inches; Medium, 17 to 22 inches; Large, 22 inches up.

NOTE.—Cargoes should consist when possible of two-third large and medium, one-third small. Choice, over 17 inches, should be white naped.

Quality. Prime. Similar to choice in size, but not so regular in splitting or salting. Fish showing salt on face not objected to. Black napes.

Dryness. Must be well dried.

9. The standards of quality for Labrador Fish shall until further order be as follows:—

LABRADOR. Same qualities for all markets.

Choice. Fish to be split to the crux of the tail, washed from the knife, free from blood stains, clots, liver and gut. To be firm, thoroughly salted and well pressed. To be washed out of salt bulk by hand. All slub and slime to be removed from back. To be dried sufficiently to stand shipment without loss of weight.

Ordinary Prime. Fish not passing as choice. Shall be washed out of salt bulk by hand. All slob and slime should be removed from back. The fish shall be dried sufficiently to stand shipment without loss of weight.

Ordinary Seconds. Fish not as dry as ordinary prime. Dark in appearance, improperly salted and not being broken or rock cods.

10. Shore fish cured in Labrador style shall be known as Heavy Salted, Soft Cured Newfoundland Codfish and shall be shipped only as such. The standards of quality shall be the same as in the case of Labrador.

11. Any fisherman or vendor of fish or any person acting as agent or on behalf of such fisherman or vendor who interferes with an Inspector or obstructs him in any way in the performance of his duties under Regulations 4, 5 and 6 shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$50.00, or in default imprisonment for fifteen days.

12. Any exporter or purchaser of fish or any person acting as agent or on behalf of such exporter or purchaser who interferes with an Inspector or obstructs him in any way in the performance of his duties under Regulations 4, 5 and 6 shall be guilty of an offence and liable on summary conviction to a fine of not less than \$100.00 and not exceeding \$250.00, or in default imprisonment for thirty days.

Recommended by Standardization Commission, approved by Governor in Council. Rules and Regulations Gazetted on August 10th, 1920, have been cancelled.

St. John's,
Sept. 11th, 1920.

W. F. COAKER,
Minister of Marine and Fisheries.

House of Assembly

(Continued from page 4.)

ern coastal boats. The contract is terminated by the loss of the steamer. In the event of damage steamer shall be repaired with despatch, but the contractor shall not be entitled for remuneration for the period during which he is unable to continue the service because of damage or because of the steamer requiring to be repaired. Section 16 provides a penalty of \$50.00 for the steamer's failing to call at any regular port of call unless prevented by circumstances over which the contractor has no control. The contract is for a period of seven years from the first day of May, 1919. At the expiry of five years the contractor has the privilege, with the consent and approval of the Governor in Council, of placing a larger steamer on the service. In the event of the contractor claiming a larger subsidy because of a larger boat being substituted and no amicable arrangements being made between the Government and the contractor, the matter will be referred to arbitration as provided for in section 26. The contractor is at liberty to assign, sublet or dispose of the contract or any part thereof without the consent of the Government. In the event of the contractor assigning the contract or if there be any habitual breach, the Government may terminate the contract. The subsidy is the sum of \$4,000 a month, and there is a provision that no port charges, light dues or taxes additional to those now in force in the Colony shall be imposed on the said steamer during the course of the contract. The contractor is prevented from giving preference to the contractor's freight to the exclusion of the freight of other shippers. Clause 26 provides that in all matters of difference arising between the parties on any matter in connection with the contract, the dispute shall be referred to three judges of the supreme court, who shall hear and determine the dispute as arbitrators under the arbitration clauses of the judicature act, 1904. The contractor is under a penalty to the government of \$2,000 for the faithful performance of the contract.

Before proceeding further with the consideration of the contract it might be desirable that the schedule of rates be printed and placed in the hands of the members. I consequently move that the committee rise, report progress, and ask leave to sit again on to-morrow.

Mr. Speaker resumed the chair. The chairman of the committee reported that he had considered the matter to them referred, had made some progress, and asked leave to sit again on to-morrow.

On motion this report was received and adopted and it was ordered that the committee have leave to sit again on to-morrow.

MR. BENNETT gives notice of question, re labour bureau.

THE HON. THE PRIME MINISTER—I shall answer that now. The government is having an act prepared along these lines and will submit it to the legislature in due course. It will be handed down in the course of a week or two.

SIR MICHAEL CASHIN:—With our permission, sir, I would like the honourable the minister of public works to take this matter up and send out the necessary notices under the Local Affairs Act to the District Board to have the election. If the required amount of money asked for by the department has been voted by the Legislature, why not put the proper machinery into operation to have the money utilised. Why not notify the several boards in the district and call for an election. Why not instruct the department to do it.

Mr. Higgins gave notice of question. Mr. Speaker appointed the following as Library Committee: Hon. the Speaker, Hon. Dr. Barnes, Hon. Mr. Foote, Mr. Higgins, Mr. Scammell.

Hon. the Prime Minister gave notice that he would on to-morrow ask leave to introduce a bill entitled An Act to Check Profiteering.

It was moved and seconded that when the House rises it adjourn until three of the clock in the afternoon on Monday next, 17th inst.

The House then adjourned accordingly.

MONDAY, May 17th, 1920.

The House met at three of the clock in the afternoon, pursuant to adjournment.

MR. SULLIVAN:—Mr. Speaker, I ask leave to present a petition which was handed me by the Secretary of the Moderate Prohibition Committee. This petition came from the people of St. Bride's, Placentia Bay, and it is one that I fully endorse. Ninety-three residents of that place signed it, and it has for its object a very good cause, namely, the modification of the present evils of prohibition; furthermore, it is to try and do

away with the flagrant use of scripts in the first place; secondly to abolish the manufacture of moonshine and other by-products; thirdly, to stop smuggling and fourthly to put an end to the consumption of deleterious substances, such as drugs, essences, Tannin and other concoctions. In giving this matter my support I want to state as previously stated by me in this House, that it is time that something was done by the Government with a view to the modification of the present prohibition law. I understand that this is not going to be a party measure and that members on both sides of the House are receiving petitions, numerous signed by the people of this country asking for a modification of the prohibition law. I have very much pleasure in supporting the petition.

I have also a petition, Mr. Speaker, signed by practically every voter in Bar Haven, Placentia Bay, on the same matter as the petition I have just presented; also another from Merasheen, Placentia Bay, signed by virtually every voter in the place. It shows that the people are very honest in this matter and have made up their minds that a very strong effort is going to be made to remedy the evils which we see accruing from this prohibition law. I am quite sure that every Hon. Member in this House is prepared to see that the people of this country can get a bottle of whiskey or rum or gin or brandy. And if we cannot give them a bottle a day, let us give them a bottle a week. It would be much better for them to have good stuff than to have them drinking the awful concoctions that have been repeatedly referred to in this House. The present prohibition law tends to destroy the coming generation and is doing much more harm than good. We do not want to go back to open-bar days again, but we do want to give the people, who have not got the pull or money, a chance of getting something decent to drink when they want it. I think that if any member in this House wants a bottle of rum, whiskey or gun, or any other kind of spirits that he can probably get it because of the pull that he has and the friends that he has. Now I do not see why the people who are not endowed with this pull should not get the same privileges.

HON. THE PRIME MINISTER:—Mr. Speaker, I realise that I am out of order to ask a question at this juncture. Do I understand that the Hon. Member for Placentia, from his place in this House, means to say that the members of the medical fraternity are flagrantly violating the prohibition law?

MR. SULLIVAN:—Certainly not.

MR. WALSH:—Mr. Speaker, I rise to support the petitions presented by my colleague and I offer my support because I have been in contact with people whom I know have labored under great disadvantages in endeavoring to procure liquors for bona fide medical purposes. Whilst the present law, as applied to the city of St. John's and the larger out ports, may be suitable, it is not at all suitable for the isolated parts of the whole country, take for instance a place where a doctor is living a distance of twenty-five or thirty miles away. And if as some of our noted scientists in the medical profession told us is correct, spirituous liquors are beneficial for some diseases, it would be all very well for doctors to prescribe for liquors if people could get the scripts filled, but under present conditions it is absolutely impossible for a large number of our people to get in touch with doctors to get prescriptions. I know of cases where people came to me personally from different parts of the district and requested that I intercede for them and get them a small portion of brandy. With the result that after going myself to doctors and offering to put up the money myself I was absolutely refused. I say that I welcome any modification of this prohibition law or anything that will eliminate the present state of affairs, and I do not think it is just that people of St. John's can get a bottle of liquor whenever they want one whereas the majority of the people scattered all over the island, East, West, South and North are in the unenviable position that they cannot get in touch with medical men. And if the outport people do happen to get a script they are so far aloof from their controller's office that a month elapses from the time they get the script until the liquor is forwarded to them. I am absolutely opposed to the return of the open bar-rooms, and I believe that prohibition has done a great deal of good, but I do not think it was the desire or the object or the intention of the majority of our people when they supported the prohibition law.

presented by my colleague.

HON. MINISTER OF SHIPPING:—Mr. Speaker, I ask leave to present a petition from the inhabitants of Grate's Cove objecting to the movement that is on foot to do anything in the way of modification with regard to the prohibition law. The protest very strongly against any measure being introduced in this house to modify the present act now on the statute book, which, as you know, sir, the country has spoken on and declared itself in favor of with a very

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TO OUR CORRESPONDENTS

Letters for publication in this paper should be marked plainly "FOR THE EVENING ADVOCATE." Correspondents will please note, this. Letters from readers are always welcomed.

List of Unclaimed Letters Remaining in G.P.O.

Aash, Miss L.
Adams, Mrs. Edward, Bond St.
Adams, Mrs. A. F., Victoria St.
Anderson, Jane, Duckworth Street.
Andrews, Claude, Hamilton St.
Aherne, M. C.
Andrews, J. F.
Andrews, R. W.
Andrews, Mrs. Charles
Archibald, Miss Mary H.
Atkins, Stanley, Water St.

Bailey, Wm., C/o G. P. O.
Blackmore, Mrs. Jacob
Barnes, Mrs. Wm., Gower Street.
Baird, E. P., Cabot Street
Bailey Mrs. James, Pilot's Hill
Bailey Albert, C/o G. P. O.
Bagge, Mrs. M. J. (card), C/o Gen'l Delivery.

Barrett, Wm., Cornwall Avenue.
Barrett, Miss Mary, Circular Road
Barrett, J. A.
Haldwin, L.
Bailey, James, Pilot's Hill
Bailey, Miss G., Bannerman St.
Eadcock, Geo. H., Adelaide St.
Barnes, James, C/o General Delivery
Batterton, Patrick J.
Barton, Cyril, Butler Place
Bransfield, W. A., C/o G. P. O.
Bailey, Wm.
Bennett, Wm. J., Lime Street
Belbin, Miss R. W.
Bishop, John, C/o Gen'l Delivery
Bishop, Mrs. Sarah George's St.
Bishop, Hugh (card), George's St.
Bowen, Miss Florrie, 15—Hill
Brown, Mrs. Thos., 9—Street
Burke, Miss N., Barron Street.
Brown, R. B.
Brown, Miss B., LeMarchant Road
Brown, Miss B., Pleasant Street
Brown, Miss G., Fleming Street
Brown, Edward, C/o Gen'l Delivery
Bourne, R. B., Freshwater Rd.
Bourne, Miss V., Lake View.
Butler, James, C/o Gen'l Delivery
Burton, R. B.
Buxey, Lillian
Bugden, Andrew, Mrs., Parade St.
Burnette, Maud
Bussy, Miss P., Wood St.
Eutton, Miss E. J., Gower St.
Blundon, Rev. A. E.
Buden, Luke, Hutchings' Street
Burke, Mrs. M., Cabot St.
Butler, H. A.
Burke, Miss F. (card), Williams St.
Butt, Wm., G. Central St.
Butler, E. L., Carter's Hill
Burnette, Miss E. M. (card)
Bartlett, L., Balsam St.
Burke, Miss K., Wood's Candy Factory
Butler, J. B.
Bruce, W.
Butler, E. L.

Canning, A. C., Duckworth St.
Chancey, Miss B., Freshwater Rd.
Clark, Miss Annie, Late Lower I. Cove
Calpin, A. M.
Chaytor, John, George's St.
Chancey, Miss Noah, Pennywell Rd.
Chafe, Cyril, Cabstand.
Clark, E.
Chalker, C. R.
Clark, Fred, Mrs. Flower Hill
Clark, Mrs. James, Riverhead
Chaplin, Mrs. Chas. A., Gower St.
Cooper, C. J., C/o G. P. O.
Cook, Miss Agnes, Cabot St.
Collins, Mrs. Frank, Flower Hill
Collins Mrs. Austin, 13—Street
Connors, John, Water St.
Crotte, Mrs. Wm., York St.
Collins, Miss L. M., Cochrane St.
Cook, Frederick, C/o G. P. O.
Coady, Mrs. Catherine (card)
Coffey, Miss Katie, Water St.
Cross, Dr. G. B.
Croke, F. J., C/o Gen'l Delivery
Crocker, Joseph, Flower Hill
Collins, John, C/o General Delivery
Crocker H.
Cole, Arch, Casey's St.
Cooper, Miss Fannie, Water St.
Coady, John, Newtown Road
Cochrane, F. W.
Cooper, Miss F. L., Walsh's Square
Cromey, Miss Ethel, LeMarchant Rd.
Coleman, George, Bond St.
Curtis, Mrs. R., Spencer Street
Cummings, Wm., Field Street and Pleasant St.
Churchill, Miss Hettie, Allandale Rd.
Culleton, Miss Bride, (card)
Curran, Miss Essie, Spencer St.
Cluett, Reginald A., Spencer St.
Currie, Allan
Churchill, Miss H., Allandale Rd.
Churchill, Miss Bessie, Allandale Rd.

Darcey, Miss H., C/o Mrs. James Madigan.
Dawe, Mrs. A., Water St. West.
Dalton, Miss Lizzie, Military Rd.
Dawe, John, South Side Rd.
Davis, Miss M., C/o G. P. O.
Drakes, Miss (Reta), Military Rd.
Dawe, Fred, New Gower St.
Davis, F. R.
Davis, Joseph, C/o Capt. Marshall
Davis, Miss Evelyn
Dawe, Gordon, Gower St.
Dawe, Hubert (card)
Dean, Samuel
Devereaux, Miss Catherine, Circular Road.
Demoey, Miss Annie, Fflower Hill
De Verr, George, Balsam Place
Devereaux, Miss Olive, Allandale Rd.
Delaney, Miss Mary
Dyke, James, Allan's Square
Dyke, Miss A., Newtown Road.
Dickinson, George A.
Doody, Miss Mona, Prince's St.
Dobbin, Wm., South Side
Dorin, Monsieur, Poste Restronh
Dunphy, Miss Mary
Dunphy, Miss Bride, Holloway St.
Duff, Miss B. (card) Flower Hill
Duncan, Mrs. James, Pennywell Rd.
Duggan, Jeremiah, New Gower St.

Edwards, A. C., C/o G.P.O.
Earle, Mrs. M. S., C/o J. T. Biggs, Post Office.
Evans, J., Brazil's Square.
Earle, L., C/o G. P. O.
Evans, Miss Alice (card), Bond St.
England, Miss G., Harvey Road.
Edmonds, Winnie, Cochrane St.
Elliott, Mrs. Freshwater Road.
Ellis, Mrs. John, C/o Mrs. Mary Rogers Gower Street.
Ellis, Thomas, Water Street.
Ellis, Miss M. S., Long's Hill.
Elliott, Miss L., Duckworth St.
Ellis, Miss Mary (card) Church St.
Edison, Miss Bride, Water St.
Elliott, Miss H., Monkstown Road.
Evoy, Miss Mary, Water St.
Efford, Miss H. J., Duckworth St.
Efford, Miss Violet, LeMarchant Rd.

Fagan, Mrs. Hannah, Freshwater Rd.
Fraysse, Thos., C/o G. P. O.
Fagan, Mrs. M., Theatre Hill.
French, A. A.
Flemming, Mrs. T., Newtown Road.
French, Thomas, C/o G. P. O.
Fleet, Wm., Pennywell Rd.
French, W. J., Mrs.
Fewer Peter, Water St. West.
Fitzpatrick, Miss F., Garrison Hill
Flynn, James, C/o G. P. O.
Fitzgerald, Leslie, (card) Cook St.
Fowler, Miss Alice, Cabot St.
Fowler, Wm. Notre Dame St.
Fowler, Ernest, C/o Gen'l Delivery
Fox, Ernest, Gower Street.
Fowler, E. N.
Ford, James, Franklin Avenue.
Fullerton, Ray, (card)

Grace, Richard, Pilot's Hill
Garland, Hugh, Gower St.
Grant, Christy, E. Mrs.
Gardiner, Miss Rachel, C/o G. P. O.
Garland, Miss Ethel, Field St.
Gardiner, Robert, New Gower St.
Graham, Mrs., Gower St.
Gaul, Mrs. R., (card), New Gower St.
Gaul, Mrs. Richard, Power St.
Greenalade, Miss M., Waterford B. Rd.
Greenland, A., C/o Gen'l Delivery
Green, Robert, Gower Street
Gregory, Miss Catherine
Green, John, Theatre Hill
Gillam, Miss Maggie
Griffin, Pat, Water St.
Griffin, Thos., Newtown Road
Gillingham, James, Spencer St.
Gibb, Joseph, C/o Gen'l Delivery
Griffiths, Miss P., Dicks' Square
Goodhue, Miss Nellie
Goss, Arthur, Board T. Building
Goodhue, Miss Nellie, C/o Mrs. D. Barrett.
Goss, Leonard
Gordon, D. S.
Gardiner, Miss Rachel, Rennie Mill Road
Gushue, F., Gower Street
Gush, Mrs. James, Carter's Hill

Halliday, W., Long P. Road
Hallett, James
Hayward, E., Finn Street
Hamilton, Charles
Hallett, Reuben
Hartery, Miss Minnie, Duckworth St.
Haynes, Mrs. R., George's St.
Hansford, Miss Madge (card), Monkstown Road.
Hackett, Miss Mabel, late Roberts' Argy.
Hagerty, Miss B., (card), Balsam St.
Harris, J., (card), Stephen St.

Hafield, J., Cook St.
Hampton, Miss Jessie, Pleasant St.
Hancock, Wm., C/o Gen'l Delivery
Hartery, Wm., New Gower St.
Hallett, Herbert
Hammond, Master Robt., Duckworth St.
Harris, Miss Martha
Hallett, Wm.
Hampton, Miss M. P., Circular Rd.
Hawkins, Miss Jessie, Circular Rd.
Hanrahan, John, Quidi Vidi Rd.
Handrigan, J.
Hampton, Miss A., Flower Hill
Hamlyn, Alexandra, C/o Post Office
Hanams, Frederick, Mullock St.
Hally, Master Wm.
Hearder, R., Monkstown Rd.
Heath, A. G.
Hearn, John
Hancock, Mrs. F., Pleasant St.
Hewitt, Stephen, Allandale Rd.
Healey, Miss Violet, New Gower St.
Hewett, S. A., Allandale Rd.
Hiscock, Miss B., Duckworth St.
Hickey, Wm. J., (late Salmonier)
Hickey, P. F., Bond St.
Hiscock, Miss Maud, Queen's Road
Holloway, Miss K., King's Road
Howlett, H. J., Prescott St.
Holsten, Mrs. H., Water St.
House, Miss Ida, Allandale Road
Hobbs, Thomas, C/o Geo. Rumsey
H—, Mrs. Capt. F., 21 Spencer St.
Holloway, Miss F., C/o G. P. O.
Hogan, Mrs. M.
Horwood, Miss Ethel, LeMarchant Rd.
Hollands, Mrs. M. B. E.
Hodder, W. J., Water St.
Horwood, W. J., LeMarchant Rd.
Hogan, Miss Margaret, (card), Job St.
Hopkins, Miss Mary, Cabot Hotel
House, Stewart, C/o G. P. O.
Hunt, F. G., C/o G. P. O.
Hussey, Wm.
Hunter, Stephen, Pine St.
Hutchings, Miss L., C/o G. P. O.
Hunt, I.
Hussey, Miss E., Merrymeeting Rd.

Jones, John, Hamilton Avenue
Jones, Miss Eliza, C/o Gen'l Delivery
Jones, Arthur, Central St.
Jamson, Thomas
Jennings, Frank
Johnson, Miss L., Monday P. Rd.
Johnson, Stephen R., C/o Gen'l Delivery.
Johnston, Mrs. James, Gower St.
Jackson, Mrs. B., Stephen St.
Johnson, James, Mrs., Cochrane St.
James, Mrs. Capt., Pennywell Rd.
Johnston, Newham
James, Susan Mrs., Barter's Hill
Jackson, Archibald, Flower Hill
Jackson, Miss M.
Kelloway, Thomas, C/o G.P.O.
Kenney, Miss G., 16—St.
Kearcey, Miss Lucy, Queen's Road
Kennedy, Blanche (card)
Kenna, Miss B.
Kelly, Miss Mary, C/o Mrs. Jas. Kelly
Kelly, Miss Alice, Pennywell Rd.
Kennedy, Master Patrick
Kearley, R. P., C/o Gen'l Delivery
Kelly, Mrs. P., Colonial St.
King, Harry
Kinsman, Mundon, Field St.

Laurence, Mrs. Thos., Water St.
Lawlor, Mrs. Margaret, St. John East
Legge, R. H.
Learning, Miss Clara, Flower Hill
LeMessurier, Mrs. A., Power St.
Lewis Frederick, Long's Hill
Lilly, Miss M. A., 10—St.
Lilly, Miss C., Rennie Mill Rd.
Little, Miss Leonard
Lindsay, Miss P., Circular Rd.
Lodge, Miss Jennie, C/o G. P. O.
Lovel, Capt., Clement
Louis Charles, Spencer St.
Lock, Mrs. Wm., Water St.
Lush, James, Franklin Avenue

Marsh, John, New Gower Street
Marlin, George Mrs., Barter's Hill
Madden, J.
March, George, Gower St.
Mayn, Miss Beatrice, Pilot's Hill
Mayo, Miss Charlotte, C/o Gen'l Delivery.
Martin, W. A.
Martin, Ronald, Freshwater Rd.
Martin, George, Spencer St.
Marcus, L.
Meale, Miss Kitty
Mercer, Miss D., Late Heart's Content
Mercer, Miss Stella, Duckworth St.
Myers, Miss Martha, New Gower St.
Merchant, Miss A., C/o James Baird
Mercer, Cyril, Lime St.
Mercer, Joseph, Lime St.
Mercer, Wm., C/o Gen'l Delivery
Moore, Miss P., Pennywell Road
Miller, Mrs. Martin, Newtown Rd.
Mitchell, B. W., C/o Franklin Avenue

Moore, John, Duckworth St.
Mogridge, Haron, C/o Gen'l Delivery
Moore, Miss L.
Moakler, A., Cabot St.
Moore, Miss Ida, Franklin Avenue
Moore, Miss C., Cochrane St.
Mogridge, Walter, Alexander St.
Moore, Edward F., Field St.
Moore, Robert (carpenter)
Mulloney, John, Lime St.
Murphy, Miss Mary, Gower St.
Murphy, Miss Bessie
Murphy, Mrs. R., Pennywell Rd.
Murphy, Miss Lizzie, Victoria St.
Murphy, Miss Mary, Water St. West
Mogridge, Miss Mildred, Water St.
Marsh, Miss Blanche, C/o Gen'l Delivery.

McGuire, John, New Gower St.
McLoughlan, Mrs. Michael
McGuire, John, Monroe St.
McDonald, Archibald
McNeil, Mrs., Queen's Road
McDonald, John A.
McCauley, Mrs. C., Prescott St.
McCarthy, Miss Mary, C/o Thos. McCarthy.
Carthy
MacDonald
McKay, Mrs. J., Duckworth St.
McDonald, Nellie, Nagle's Hill, C/o G. P. O.
McGillivray, G., Gower St.
McThoson, S. Mrs. (card), Atlantic Avenue

Neten, Mrs., Parade St.
Neville, Gus
Nicholls, Moses, George's St.
Niud, Mrs. F. D.
Nethenbury, Jack, C/o G. P. O.
Norris, Miss Madeline
Noseworthy, E., (Retd.), Lime St.
Noseworthy, Allen, Monkstown Rd.
Noseworthy, Jack, Catherine St.
Nofal, Miss M., Holloway St.
Norman, Augustus, Monday P. Road
Nordfield, Edith
Noseworthy, Miss N.
Norris, Lizzie (card), LeMarchant Rd.

Oakley, Wm. Mrs., Gower St.
Oakley, Wm. Mrs., Mount Scio Road
O'Neill, (card)
O'Leary, Michael
O'Dwyer, Ronald, Young St.
O'Leary, Frank
O'Brien, Arthur
Oxford, Art
Osmond, Augustus, Allandale Rd.

Patrick Neil, Duckworth St.
Paterson, C. R.
Parsons, Capt. S., Long's Hill
Paul, Miss Ethel (card), Queen's St.
Parsons, George, South Side
Pender, Miss M., C/o Miss Andrews
Phelan, Leo J., (card)
Peckham — C/o Mrs. Thos. Milley
Pye, Chesley G., C/o Miss Newhook
Peters, Dr. J. L.
Penney, Capt. (card)
Penney, George E., C/o G. P. O.
Pearl, Mrs. Wm., Williams St.
Pelly, D. M., C/o Gen'l Delivery
Penny, Miss Nellie, Prince of Wales St.
Piddle, Albert, C/o Gen'l Delivery
Pearcey, Miss Nellie, Flower Hill
Penny, Miss Mildred, New Gower St.
Prince, Miss Sarah, C/o G. P. O.
Pierce, C.
Pike, Mrs. Minnie, Cabot St.
Pilgrim, Louis, Gear St.
Pierce, Henry K., C/o Gen'l Delivery
Phillipott, Jane
Pike, Wm., Barter's Hill
Pickham, A.
Phillips, Mrs. Wm., Bond St.
Pike, Mrs. Wm., Allandale Rd.
Pidgeon, R. M., Duckworth St.
Porter, Miss Annie
Power, Michael, Springdale St.
Ploughman, Miss Sadie, Pilot's Hill
Pottle, Miss L. (card)
Power, Miss May
Porter, Miss Susie, C/o Gen'l Delivery
Power, Miss Annie, Lime St.
Power, John (Banking Master)
Powers, Miss Jessie (card)
Powers, Mrs. E.

Ryan, Miss L., Gower St.
Ryan, Miss S., Allandale Rd.
Ryan, Miss Maggie, New Gower St.
Ryan, M. P.
Rankin, Miss Flora, Gower St.
Ryan, Miss Bride, Bell St.
Ryan, Mrs. Michael, Finn St.
Rendell, Mrs. Mary E., late Fogo
Reid, Miss Mary, late Bay Bulls Arm
Reid, Miss Mary, C/o John Bray
Reid, Miss Emma, Atlantic Avenue
Rideout, Miss G., Freshwater Rd.
Rogers, W. J., College Square
Rogers, R. J., Theatre Hill

Rowe, Miss Elizabeth, Duckworth St.
Rogers, Mrs. Mary, Gower St.
Roberts, Capt. Thos.
Roberts, E. W.
Rogers, Mrs. Robert
Robson, M., Adelaide St.
Rowe, John
Roberts, Mrs. Joseph, Prescott St.
Rumsey, Sandy, Cocketown Rd.

Starks, Miss Lizzie, Pleasant St.
Slaney, Miss Bride, Theatre Hill
Shanahan, Wm., Cabot St.
Fawcay, Miss Kittie, Monkstown Rd.
Savage, L.
Sparks, Miss Annie, Freshwater Rd.
Stapleton, L., C/o Gen'l Delivery
Stratton, Miss C., Circular Road
Sterling, Mrs. Ethel, Long's Hill
Snelgrove, Mrs., Bannerman St.
Stevenson, Mrs., Goodridge St.
Searle, Miss Pauline, Freshwater Rd.
Stevenson, A., Beaumont St.
Seviour, Mrs. Walter, Barter's Hill
Stevenson, Wm.

Sexton, Mrs. A., (Retd.), C/o Gen'l Delivery.
Smith, Miss E. M., King's Rd.
Smith, Miss Minnie, 9—Square
Skiffington, Miss B., Gower St.
Smith, Percival
Smith, R. T., Gower St.
Smith, Beatrice, LeMarchant Rd.
Smith, P.
Stone, Mrs. G. L., Barnes' Rd.
Stockley, Mrs., Middle St.
Short, Mrs. James, Pennywell Rd.
Scott, George, New Gower St.
Stokes, Mrs. B., C/o Gen'l Delivery
Snow, Miss Lillian, Duckworth St.
Sutton, Mrs., Duckworth St.
Sullivan, James.
Squires, Mrs. Joseph, Nagle's Hill
Sullivan, Miss May, Gower St.
Squires, Fred, C/o Gen'l Delivery
Stuckless, Joseph, Livingstone St.

Tray, Mrs. David, Signal Hill
Tilton, J. A.
Tizzard, Samuel, Prescott St.
Thistle, Matthew, George's St.
Tilley, M., C/o Gen'l Delivery
Tippie, Mrs. A., Barnes Road
Thorne, Robert, Kichman's Place
Tobin, Miss Stella, Duckworth St.
Thorne, Miss Elsie, Freshwater Rd.
Tobin, Mrs. L., Stephen's St.
Thomson, Miss E., Balsam St.
Tobin, K. F., C/o G. P. O.
Thompson, David, C/o G. P. O.
Thorne, Robert, C/o G. P. O.
Thomas, Miss H., Water St.
Thompson, Miss Doris, Barnes Rd.
Thorne, Mrs. R., Duckworth St.
Thompson, Miss E., Theatre Hill
Tucker, Miss E. V., Long P. Rd.
Tulk, Miss E., Duckworth St.
Turpin, Mrs. Wm., Pleasant St.
Tucker, Ed., Livingstone St.
Tucker, Mrs. J. G., Atlantic Ave.
Tucker, Ronald, Georges St.
Taylor, Mrs. Duncan, Water St.

Verge, Miss P., Gower St.
Vatcher, Mrs. Andrew, Haywards Avenue.

Walsh, Frank, Robinson's Hill
Watson, Charlie, Gower St.
Walsh, John, Water St.
Walsh, F., Nagle's Hill
Walters, Miss A., New Gower St.
Wall, Miss Emily, Dicks' Square
Walsh, Miss May (card), Clifford St.
Walsh, Richard, Sebastiane St.
Walsh, Augustine, C/o G. P. O.
Way, Miss Dorothy, Bond St.
Walsh, Jack, Clifford St.
Whalen, Wm. B., C/o G. P. O.
Watts, C. M., Spencer St.
Walsh, Miss Annie, LeMarchant Rd.
Webber, Mrs., Long Pond Road
Wheeler, Miss Annie, 22—St.
Wells, Frank, late S. S. Prospero
Weir, A., Newtown Road
Wescott, Miss May
Wells, Miss Minnie V., LeMarchant Road
Weir, E. T., Newtown Road
Weatherbee, B.
Webber, Arch, Newtown Rd.
Whelan, Miss J. M.
Williams, Peter
Willar, Mr. Barnes Rd.
White, Mr. and Mrs. S., Freshwater Rd.
Williams, Miss Millie, Queens' Road
Wilson, Mrs., Signal Hill
Wiltshire, Capt., Bond St.
Williams, Miss (card), Lime St.
White, Douglas, C/o James Baird, Ltd.
Williams, Miss Alice P., Pleasant St.
Whitman, Miss Dorothy, Circular Rd.
Wicks, Miss A., Carters Hill.

Young, Miss B., Gower St.